The life of the late Judge Curtis was so closely associated with the political events of the day as to give his biography the character of a history of pubhe affairs rather than of a personal narrative. On the pregnant questions of governmental policy and stitutional law which were approaching a practical issue some twenty-five years ago, he was prominent and decided in the discussion of princieles and the expression of opinions, and often found himself at variance with the convictions of a large class of the American people. With a clearness of class of the American people. With a clearness of intellect and a frigidity of temperament that were a part of his necessary acquisitions, and in constitutions. enriously matched in his composition, he was always vigorous in argument, acute in exposition, and eid in utterance, but preserving a composure, a formality, and apparent cold-bloodedness, that raised him above the level of popular sympathies, and while the gravity and earnestness of his charnoter secured respect, deprived fam of the enjoyment of personal admiration. The biography of Judge Curtis in the first volume of this work by his brother, Mr. George Ticknor Curtis, is a singularly impartial production, portraying the features of its subject with great firmness of touch, with litblas from the influence of kindred blood or personal affection, and with no attempt to throw as

painstaking, but rather unattractive, personage. Judge Curtis, born in Watertown, Mass., Novemable New-England ancestry in the middle walks of life, whose line is traced to an early period in the history of the Puritans. His father was a worthy sea-captain of Boston; his mother, a daughter of a country storekeeper in the vicinity, was a woman of remarkable beauty of person and energy of character, who was left by the premature death of her husband, with the charge of two young children and with but scanty means for their support. Among circulating library, when her eldest son. ajamin, was about nine years old, comprising the current literature of the day and some of the stan dayd English authors. His first knowledge of Eng lish literature was derived from these books. He secame a great reader at an age when most boys novels with avidity, but afterward passed to the historical plays of Shake-peare, and Milton's " Par-In connection with the library, the nother carried on a small retail dry goods shop, devoted chiefly to millinery and other articles of ladies' use, which, though furnishing agreeable occupation, brought little profit. Her store was the for the worse, but some of his most elaborate and resort of the principal ladies of the neighborhood, who dropped in from time to time to talk over the ist new book, and enjoy a friendly that about the Intest fashions or their household troubles.

ing Benjamin had shown such a love of study nd so much talent that his mother began to think he ought to have a cotlege education, but did not see clearly how it was to be obtained. The difficulties were at length surmounted, and the promising d became a member of Harvard College in 1825, and at once took a high rank among his classmates His college exercises were all performed with the through life. He rose above mediocrity in all branches of the college course, though he did not attain any brilliancy of scholarship, nor display any power but that of steady industry, and of doing erate knowledge of Greek, which he did not continue to read, excepting in the New Testament, and became pretty well versed in Latin, which he kept up the habit of reading through life in the grea-Latin authors. He was not fond of quetations from the ancient languages, nor did he love to parade his learning in any shape. French, German, and Span ish he learned to read, though he spoke neither, and pursued a course of Italian study which ended with Dante. In 1829 he graduated with honors, and immediately after entered the Law School of the University.

His vocation to the law appears to have been a natural endowment. In commencing its study, he followed an instinct of his constitution. During his college years he devoted much time to English history, reading systematically Hume, Langard, and Hallam, thus making the best preparation for Blackstone, Coke, and the Reports. At the time of his entering the Harvard Law School it had received a fresh impulse as a working institution from the accession of Judge Story as Dane Professor, his officent bearing and magnetic activity and of Mr. John Hooker Ashmun, then perhaps the foremost lawyer of his age in Massachusetts, especially in the common law and its system of pleading, and the promise of whose brilliant career was ent off by his early death. There had never before been such an opportunity for legal education in America. The first class was composed of gradients of other colleges as well as of Harvard, and from various States of the Union, some from so far a Virginia and South Carolina. Young Curtis was recognized as one of the foremost men of this eager band. He gave constant and abundant proofs of his peculiar adaptation to the profession of the law. His Common Place Book kept at this time shows his diligence in reading and his sagacity in preserving what would be useful in practice. From his earliest professional years he possessed the power, so necessary to a successful lawyer, of accurately weighing the value of legal lore, and selecting the essential points which bore upon the question at issue. He was always considered as a arned lawyer, but never as a pedant.

Mr. Curtis left the Law School in 1831, and soon ofter commenced practice in Northfield, a pleasant country town on the Connecticut River, in Franklin lin County, Massachusetts. Here he remained for three years, at once acquiring the reputation of an accomplished barrister, able to cope with any antagonist whom he might meet in that part of the State. His practice gave him an income sufficient for his him as a field to try his powers, and furnish him with an opportunity for study in connection with business, and for acquiring the habit of thorough preparation of his cases. In the long Winter nights and Summer days, there was plenty of time for diligent reading. He thus gained his extensive knowledge of the Common Law, which he explored in the | to charge a jury, until he had first offered a silent pages of Coke, of the Year Books, and of the later prayer for wisdom and guidance. Reports. His collection of books, though not large, was chosen with sound judgment from the most valuable authorities for the study of the earlier law. The statutory and customary law of Massachusetts, the law of real property and real actions. the law of contracts, and the system of common law pleading, were the branches most involved in his practice during this period. His knowledge of equity did not come into use until afterward, when he began to practice in the courts of the United States.

But it was not long before he began to seek for a wider field than that afforded by a country village. His friends, Judge Story, Professor Ashmun, and Chief Justice Wells, earnestly dissuaded him from permanently remaining in so limited a sphere An opportunity was soon afforded by the proposal of a business connection with a distinguished member of the Boston bar, and Mr. Curtis accordingly removed to that city in 1834, and at once entered upon a large and lucrative practice. The profession in Boston was then led by men of great learning and ability, and among the foremost Mr. Curtis soon won a conspicuous place. Every step was made good by the rapid development of his powers. With each opportunity for the employment of his talents, he gave proof that he was equal to the ntmost demands of the occasion. It was early seen that his character was one of great weight. He gained distinction without an effort by his simple earnestness, his faithful discharge of the duty of the day with no thirst for applause, and his singularly elevated moral tone. His means of producing conciseness, and accuracy. He disclaimed all mere devices of speech, and gained his points by rejecting all superfluous and irrelevant matter. But his power of lucid and exact statement was combined

with a remarkable gift of close and logical reason-

ing. His propositions followed one another in their appropriate order, and were enforced by a pure deduction from well-chosen premises. Mr. Curtis made no pretension to the power of elequence. His attraction grew out of the clear and unimpassioned character of his discourse. He spoke directly to the judgment of those whose convictions he was to

gain, with no appeal to passion or prejudice. The practice of Mr. Curtis in Boston led him into new fields of law. He was obliged to master the maritime law in all its branches, the admiralty urisdiction and procedure, and the patent law, for which his mental qualities gave him a peculiar adaptation. Equity jurisprudence was opened to him by his engagements in the Circuit Courts of the United States. The commercial law was a part of his studies and of his daily employment. The law tutional law and the law of nations, he prosecuted new studies and applied them to practical use. His legal knowledge was general in its character, and of constant application in the Courts. He did not aim at the kind of eminence that comes from a

specialty of practice. The biographer devotes a large space in the volume to the appointment of Mr. Curtls to the office of Justice of the Supreme Court of the United States in 1851, and his resignation, after six years of arduons service, in 1857, together with a review of his judicial acts during that period, which occupy so important a place in the constitutional history of the country. After his retirement from the bench, artificial lustre around the life of a diligent and Judge Curtis resumed the practice of his profession in Boston, which was attended with distinguished success, enabling him to fulfil his cherished desire of providing a modest competence for the benefit of his family. The last five years of his life were years of great professional labor, and of severe do mestic sorrows. His engagements in the Supreme Court of the United States, and his occupations at home were of the most weighty character. The death of his nucle, Mr. George Tickner, in 1870, with whom his relations had always been of a singularly affectionate nature, although it was the occasion of tender regret, did not prove an intolera ble grief, as it took place at a ripe old age, when the blessings enjoyed with an unusual degree of felicity. children brought upon him an affliction of a more ever fully recovered. He preserved his haitual calmness of spirit and clearness of intellect, but his physical system was much depressed. Still be continued his accustomed routine of work: quired great efforts, did not withdraw from the active duties of his profession. During the interval between April and June, 1874, he had changed powerful legal performances were accomplished at this time. In the latter part of June he went with his family to pass the Summer months at Newport, but soon afterward his health began to fail still more, and he was scarcely able to go abroad, except to drive in a carriage. He passed the greater part of every day upon the piazza of his house, reading light books, but attempted no labor, and saw no one on business. Early in August he became seriously all, but his condition excited little alarm; there were no symptoms of any organic disease; and it was believed that his health would be restored by a nourishing diet, rest from work, and the sea-air It was not till the first of September that the case ecame very grave, and even then the hope of his recovery was not quite given up, but his death

took place on the fifteenth of that month.

This is not the place to rake over the ashes of the heated political controversies in which Judge Curtis took an active part, or to weigh the merits and demerits of his public course during the unbappy years immediately preceding and following the great Rebellion. His acts have already been submitted to the verdict of his countrymen, and have become a part of American history. But, in many respects, it is a pleasure to dwell upon the features of his private life, even in the faint and imperfect portraiture given by his biographer. He described as a man of peculiar independence of character. He cared little for the praise of men. This indifference arose not from contempt for haman sympathy, but from a high moral resolve to do his duty without hope of reward. "His was a large and grand unture in which nothing petty or narrow mingled. He never sought honors of any kind, and those which came to him unsought never seemed to stir his pride to any weak manifestation that he had gained a coveted distinction. He was glad to have a national reputation, but he spoke of it, when to those nearest and dearest to him, he spoke of it all, with a kind of childi ke simplicity and humility." The blographer presents lig ous character of Judge Curtis, from which it appears that in the latter years of his life he experienced a decided change in his theological creed, aithough no difference was observed in his outward haldis or conduct. He was always a man of strong religious feelings and principles. These he derived partly from his mother and partly from the Unitarian influences which surrounded his youth. His religious sentiments continued to be those generally held by the Unitarians of New-England until he was past the middle period of life. But as he advanced in years, he felt obliged to relinquish the cardinal principle of the Unitarian belief and to accept the doctrine of the Trinity and the articles of the Episcopal Church. He de-lined receiving the rite of Co. firmation, but with the sanction of his pastor, now the Rt. Rev. Bishop Huntington, became a regular companieant, and freely recognized himself as a churchman. He conversed on religious subjects naturally, but with maderation and reverence. There was no change, bowever, in his religious life. The basis of his religious character remained the same from his youth upwards. An intimate clerical friend relates that he has been heard to say that theology was one of his favorite studies outside of his profession, and that he had examined the evidences of Christianity with a lawyer's scrutiny, and found them to be sufficient and irrefragable. His own belief, however, rester mainly on the adaptation of religion to the necessities of his nature, and the impression produced on his mind by the study of the Scriptures, especially the New Testament. He relied upon the Divine Power as the condition of success, and once remarks to a friend, after his retirement to private life, that he had never taken his seat on the bench, or risen

The selections from the professional and miscellaneous writings of Judge Curtis, contained in the second volume of this work, will be found to possess a good deal of value for historical reference, in addition to their interest as illustrations of his personal character. They include, among other papers, his argument before the Supreme Court of Massa-chusetts on the "Case of the Surve Med," the charge to the jury in the "Case of the United States rs. Robert Morris," the charge on the "Offence of Obstructing Process in the United States," "Dissenting Opinion on the Dred Scott Case," and the "Argument in Defence of President Johnson," before the Court of Impeachment,"

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ROTTERDAM LINE. rs leave Co's. Pier, adj. Pavonia Ferry, Jersey Olty Steamers leave Co's Fier, and Saturday, copt.

(A.S. 1911-12 N. Wednesday, copt.

1st Cabin, 865-870, 2d Cabin, \$45-850, Secting, \$23,

1st Cabin, \$25, Section Cabin, \$45-850, Section Cabin, \$25, Section Cabin,

FROM THE WHITE STAR DOCK, FOOT OF W. 10TH

Steamboats and Railroads.

DEPARTURE OF THROUGH RAILROAD
TRAINS FROM NEW-YORK.
HALTBOOR AND ORDO BALLROAD—Express for Washington and the West—8-20 s. m Express for Washington and the South—1.00 p. m. Fxpress for Washington, the South, and West-109. in. Early Against Age 1000 and 7 p. m. Naunet Early Railway-2000 a. m. and 6:30 and 7 p. m. Naunet Spring Valley and Monsey, 7:00 9:50 a. m. 4:50 p. m. NEW YORK CHNERAL AEC HUDSEN BIVER-8, 10:30, and 11:00 a. m., 8nd 4:0 , 6, 7:30, and 8:50 p. m.

A LBANY BOATS-PEOPLE'S LINE, DREW

A and ST JOHN leave Pier No. 41 North River, foot of Canalat, every week day 5 a.m., concecting at Albany (Sunday morning excepted) win trains North, West and East. Excursion 10 Albany and return, good 30 days, \$2. Saratoga and return, \$4 40. W. W. EVERETT, President.

W. W. EVERENT, Promideal

A LBANY and TROY by DAY BOATS.

Leave Vestly-st., Pier 39, N. R., at 8:35, and 24th-st. at Pa.,

It is a BROWKLYN by Annex boas at 8), Landing at
NYACK FERRY, (WEST POINT CORNWALL, NEWBURG, est return by down boat), POKEEPSIE, RHINEBECK, CATSKILL, and HUDSON. Tickets soid and baggage checked NORTH and WEST. Tickets of Compons good
on Hudson River Rainout received for passage.

SPECIAL TRAIN TO AND FROM SARATOGA.

PRIDGEPORT, and all points on Honsatonic and Naugatuck Railroads. Fare, \$1. Steamer Bridgeport leaves Catharine slip daily (Sundays excepted) at 11:30 a.m., and Bridgeport at 1 p. m. FIGLD, WHITE MOUNTAINS, MONTRE, II, and intermediate points. Steamers leave Plot 25 E. R., daily (Sundays excepted), at 5 p. m. (I wenty third st. Et. R. 2015 p. m.) and II p. m., connecting with special trains at New-Haven for instruct, Springfred, dc. Tlecks soid and bagge checked at 144 Broadway, New-York, and 4 Courtest, Broadway, Excepted to New-Haven and return, \$1.00 p.

L'OR NEW-HAVEN, its surroundings and all all stations on the New-York, Eoston and Afr Line. Derby and North Hampton Ballroads direct-Steamers JOHN B. STARIN and ERASTUS CORNING beave Pier 18, N. B., foot of Corthodd et., at 9p. m. every night in the week except saturcasy; arrives in New Haven in time for all morning trains on all railroads; best facilities for passengers and the statement of the saturation of the saturatio

Pier 24, North River, food or Brain, Steambeats JAMES, Pier 24, North River, food or Brain beave DALLY at 4 ext Saturdays, when the "seemer Thamsa Cornell will at 2 of cook is, in, connecting with Evening Train on ster and Delaware Rativsad.

or, and on steamers.

BORDEN & LOVELL, Agts.

Co. I., Coxxon, Gen'i Pass'r Agts.

EHIGH VALLEY RAILROAD.

ARRANGEMENT OF PASSEAGER TRAINS, March
5,1878 Leave depots foot of Cortlandt and Destroasses at a
1,00 p. m. for Faston, Bethliemen, Allentown, Rasing,
auch Chung, flagicton, Managory City, Ashiand, Wilkes-S. Cranton and Tunkhappors.
Scranton and Tunkhappors.

O. D. D. D. Steht Express daily for Easton, Bethlehem, thown, Manca Chunk Wilkesbarre, Limira, Ithaca, two, Auburn, Borbester, Berries, Nisgara, Falls and the eve, Adolff, Rochasches at schod.

d. Pullman electing conclus at schod.

General Eastern Office, conser Church and Cortanut sta

Cit A = H. CUMMINOS, Agent.

ONE DOLLAR to BOSTON. ' NE PULLAR to WORD STER. Limited throat \$1. Observed in the beats for 50 cents. Steamers leave a 40. North River, days at 5:30 b. m. remners of the NORWHOLLINE leave same pler daily, remners of the NORWHOLLINE leave same pler daily, remners of the NORWHOLLINE leave same pler daily,

PROVIDENCE LINE TO BOSTON,

A FULL NIGHT'S REST ONLY 42 MILES OF RAIL

A FULL NIGHT'S REST ONLY 42 MILES OF RAIL

THE FAVORITE FALACE STEAMERS

MASSACHUSETTY, CARMIN ROY AREA

LOVE TO M. daily (Sundays excepted), from First 39 North

River tool of warron-si,

Passengersative in Hoston at 7 a. m. No intermediate

innings of work New York and Providence.

State come and thesis secured at Nos. 355, 337, 785 and

8th Broadway, at Metropolitan and Firm Avenuelioteks. N.

Y, and 303 washington-sc, pressyn. Also, itecase soid at II. W. FILKINS, G. P. Ag'l. D. S. BARCOCK, Proft.

THE OLD RELIABLE STONING TON LINE IT OF M., from Por SS, North River doot of Jay-81.

Special limited file-feet, GOOD ONLY on 245 2, m. connecting train at Stonington, sold via this line from New York to Bessen on ST. CENTRAL RAILROAD OF NEW-JERSEY.

Fore Steffon in New York, foot of Liberty st.
Perry Station in Brooklyn, foot of Fultonsa, Jewell's Wharf,
Commencing June 16, 1879.—Trains leave New York, foot of
Liberty st., as follows:

1.30 g. m.—For Fishmington, Easton, Relvidere, Mauch
Chank, Tamaqua, Wilkesbarre, Einlin & Connects at
Junction with D. L. and W. R. R.

5.45 g. m.—For High Bridge Branch, Schooley's Mountain,
Budd's Lake and Lake Hopateong, Easton, Harrisbarre,
Mauch Chunk, Tamaqua, Wilkesbarre, Scranton, Williams
1963 g. m. and Jan. poil. &C.

10:30 a. m. and 4:30 p. m. - For Somerville and Flemington.

1 p. m. - For Flemington, Easton, Manch Chunk, Tamaqua,
Wilkesbarre, Seranton, Tunkhamoek, Tamaqua, Hazeldon,
Reading, Poilsville, Harrisbarg, &c.

4:30 p. m. - For High Bridge Branch, Schooley's Mountain,
Budd's Lake and Lake Hepateong, Easton, Belvidere and
Manch Chunk

connects at Junetion for D., L. and W. R. R. For Prices to local points see time-tables at stationa, EUNDAY TRAINS-Leave at 9 a, m. 12 p. m. for Bound Brook and intermediate points, and at 5:30 p. m. for Easton, Reading and Harrisburg.

Boats of the "Brooklyn and Eric Annex" make connection at Jersey City Station, to and from Brooklyn and Eric Depot Jersey City.

4 p. m. for Bricksburg, Toms River, Wat Codar Stage connections to and from KEYPORT at Matawan Station; to and from Oceanic and Fair Haven at Red Bank to she from Point Pleasant at Sea Girt with all trains.

NEW-JERSEY SOUTHERN RAILWAY. Leave New-York Plot 8, No. R. c., foot Rector-st. STEAMERS ST. JOHNS and JESSE HOYF, 12, Long Branch, Highlands, &c., 650, 630 a.m., 100, 3:43. 500. p. m. Ocean Grove, See Girt, Ac., 9:30 a. m.; 1:00, 3:45, 5:05 p. m. Tons River Thekerton R. R. and Philadelphia, 5:50 a. m.; 1:00, Set b. p. m. Vireland, Bridgeton and Atlantic City, 1:00 p. m. Vireland, Bridgeton and Atlantic City, 1:00 p. m. Waretown and Cedar Creek, 8c., 3:45 p. m. SUNDAYS for Highlands and Long Branch, 9:30 a. m.

FREEHOLD and NEW-YORK RAILWAY
Connections, Leave foot of Liberty-st. for Freehold at
7-45, 11-45 a. m., 4, 5:15, 0 p. m. NEW-YORK and PHILADELPHIA NEW

DENNSYLVANIA RAILROAD-Great Trank The and United States Mail Route —Oo and after July 1876, trans beave New York via Deabrosses and Corrish and Street Ferrice, as follows: Express for Harrodurg, Pittsburg, the West and South, edit Pulman Palace Cars artiched, 9 a. m., 6 and 880 p. m.

with Pulman Palace Cars attached, 9a in, 9 and 830 p. m.
For Williamsport, Lockheven, Corry and Erie, at 830 p.
m. connecting at Carry for Titusville, Petroleon Centre and
the 0.1 Regions. Williamsport and Lockhaven, 9a in.
Rallacete Washington and the South. "Limited Washington a vorces," of Pulman Parlor "are daily, except Sunday,
1e a. m. atrive Washington 6412 p. m. Regular at 680 and
8:20 a. m. 1. 4. and 10 p. m. Sunday, 10 p. m.
Express for Pulmachan, 4:30, 7:30, 8:30, and 10 p. m. Sunday, 4:31
11 a. m. 1, 1330, 4, 5, 6, 7:30, 8:30 and 10 p. m. Sunday, 4:31
and 9a in. 5, 0, 7:30, 8:30 and 10 p. m. Emigrant and second
class 7:30 p. m. date 7.30 c, m.

Er Cape May, 1 c, m.

Er Brook yn travel.

Error yn travel.

Crite p. in. Tiexet colleges, 520 and 944 Broadway, No. 1 Aster House and look of the line and Cuttandieds. No. 1 Asher Moses Brooking Arms Depot, foot of Fultonest, Brooking No. 114, 116 and 118 Bulson and Holosen Spepel, Jersey City Linigrant Treast Office, No. 8 Battery-place. The Now York Transfer Company will call for and thereix unegage from hotels and redder care. PRANK THOMSON, General Manager.

TO PHILADELPHIA VIA PAILROAD. THE OLD ESTABLISHED HOUTE AND SHORT LINE

NEW-YORK AND PHILADELPHIA. Pourteen Through Trains each way daily; three depots in Poiladelphia, two in New York. Double Track, the most improved Equipment, and the Fastest Time consistent with absolute safety.

On and after July 7, 1879.

Express Trains leave New York via Desbroases and Cortlead, 7,300, 8,200 and 10 immed, 11 a. mo. 4, 300, 4, 5, 6, 7,30,
8,30 and 10 p. m. Sunday, 4,30 and 0 a. m.; 5, 6, 7,30, 8,30,
med 10 a. m. louts of "Brooklyn Annex" connect with all through trains Jersey City, affording a speedy and direct transfer for coking travel 160. S = 50 and 11 s. m. transmay, 1201, 520, 520, 520, 520, 520 and 12 m. On Samuay, 1201, 520, 520, 520 and 520 and 544 from as, No. 1 Astor Tricket Offices Ass. 520 and 544 from as, No. 4 Court-House and foot of 12 from seas and Cortin. 120 a. No. 4 Court-M., and Brookly a Annex Pepol, foot of F as 4t. Brookly at, No. 114, 116 and 12 from st. Hoboka Depot Jersoy City, Emigrant Thouse Office, No. 8 hattery-place.

PRANK THOMSON.

PRANK THOMSON.

Gen 1 Passenger Ag't.

Conartnership Nonces. THE firm of N. DOLL'S SONS having this

A day dissolved partnersale by mutual consent the business will be continued by EDWIN N. DOLL under same eye as heretofore—N. DOLL'S SONS.

EDWIN N. DOLL.

ARVEIGHT L. DOLL.

THE MONEY MARKET. OFFICIAL REPORT N. Y. STOCK EXCHANGE SALES THURSDAY, SEPT. 11, 1879 Apreported by the Gold and Stock Telegraph Co. GOVERNMENT STOCK DEPARTMENT FIRST CALL-104 O'CLOCK A. M

THERD CALL-1's O'CLOCK P. M.

U. S. 6s 1880 Registered, 10,000...... Sales of State and Panicav Bouts-Railroad, Bia's ast

Express Stocks. 10 A. M. SALUS BEFORE THE CALL.

200 481 100 .b60 483 First M 8,000 ... *3, 90 10,000 ... 10 T & W con c x c 3,000 ... 68 4,000 ... 86 13,000 ... 86 12,000 ... 86 100 S0% 80% Ches & G 1st Frat 800 S0% Ches & G 1st Frat 800 S0% 100 S0% 13,000 86⁴2 Tol & Wab 24 X Coop 92⁴4 1,000 91⁷8 C C & I C 1st M 100 285

DET OF N | ST | ST | K C & Nor | C | 150 | 50 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 60 5,000 724 Jie new 2d Con 5,000 724 Jie new 2d Con M K & T 2d

5. de 30% St L & I M 20 Watnesi R R 290. 40% 100. 40% 100. 40% 100. 40% 100. 40 SILAIMAR 11,500b 40% Boston Air Line

Kansas and Texas Amer Dist Tel

100...... 22 500 21% 105 21%

SHEST BOARD-10'Q O'CLOCK A. M 400 be, 604 400 504 10 3. 50 100 554 0.. 22

1,000 ... c. 22 st L & I M Catro & Folton 1st 10,000...oct3... 99 s J Cent Adjin 6 4,000 ... 1025 Mil & St P con = 2 5,000 ... 1065 Metropolitan F 7,000 ... \$20,113 Winning & St P 2d 10,000 ... 107 at & Pasex lat Con Ill Cent R R Mobile and Ohio

10,000 Bo St L & I M First Mortgage 5,000 ... 63,113 St L & I M 2d 4,100 ... 944 100, bcbs. 79
Cere & Pitta Grid
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100, bc, 52 bc
Cobe & North W
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100, 80, 80 Creferred Inc 1,200 be 80 100 be 3.5 100 be 3.5 124 100 be 3.5 120 100 be 3.5 120 be 3.5 12 Cairo Ark and Tex

.113 Chi Mil & St Paul Frie new 2d Con 6 & T Con As 74% ent Pac G B 200 ...b0. 814 500 ... 815 500 ... 815 200 ... 814 400 ... 314 & W Ist ex cou

ol & Wa 2a ex-c Tol & W C C Ex C Front Western 2d M X coup 8,000...... 93 Han & St Jo 10,000 98 Pac R of Mo 2d M 6,000 bc.105 2 Ches and Ohio

| Carrier | Carr 1000 bc.100 pac of Mo 1st 2,000 bc.103 g American Ex Bank 100...b3. 100...b3. Quicksilver Min'z

300 210 100 ... 210 100 ... 174 50... 174 50... 174 500 ... 45 5 600 ... 75 500 ... 45 5 600 ... 75 500 ... 45 5 600 ... 174 500 ... 45 5 600 ... 174 500 ... 174 Ohio & Miss pfd | 494 12's O'CLOCK -- SALES BEFORE THE CALL 12°9 O'CLOOK -- SALSS BWOOLS | TO | Walss | Railroad |
Salvo Ark & T	st	20,000	b3, 91						
Hous and Tex cast	100	119	200	128					
Istwest div	21	129	200	38					
10,000	15	03	8t	L and 1 M 2d	3,000	94	400	59	
St L & I M 2d	7	1	19	200	58	59			
St L & I M 2d	7	1	1	1	1	200	59		
St L & I M 2d	7	1	1	200	59				
St L & I M 2d	7	1	200	59	100	59			
St L & I M 2d	7	1	200	59	100	59			
St L & I M 2d	7	1	200	25	6	600	59		
St L & I M 2d	7	1	200	25	6	600	59		
St L & I M 2d	7	1	200	25	6	600	59		
St L & I M 2d	7	1	200	25	6	600	59		
St L & I M 2d	7	1	200	25	6	600	50		
St L & I M 2d	7	1	200	25	6	600	600	600	
St L & I M 2d	7	1	200	25	6	600	600	600	
St L & I M 2d	7	1	200	25	6	600	600	600	600
St L & I M 2d	7	1	200	25	6	600	600	600	600

| 1st west | 1st | 2st |

SECOND BOARD-I O'CLOCK P. M.